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Captain C. J. CAMPBELL, Mgr.

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And has the same cooling effect, but is everlasting.

COOLS FIFTEEN DEGREES.

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AGENTS

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OF THE PALL HARBOR, CITY,  
PUNCHBOWL, ETC.,  
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SHIRT WAIST HAT  
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NEWS OF THE WATERFRONT

Youthful Divers for Nickels Must Have Brown Skins.

CAPT. HARRY FLINT of the harbor police has a new problem to solve. It is not keeping him awake at nights but his days are kept busy looking after the wharf-rats on the waterfront. Their depredations are an old story and at intervals the lads are raided and given a lecture in Judge Wilcox's court. Their chief way of getting a living is in their aquatic performances upon the arrival and departure of steamers. The wharf-rats are to a certain extent amphibious, living in the water half of their days. The passengers of incoming steamers find plenty of diversion in watching the feats of swimming and diving of the brown-skinned boys, and delight in chucking nickels overboard just to see them scramble toward the oozy bottom of the harbor in quest of one. The boys wear nothing but short trunks, and their skins being of a brownish hue there seems to be nothing in their appearance to shock even the most prudish of tourists. A white skin, however, somehow seems to indicate to the passengers that they would prefer the line to be drawn there, and Captain Flint has had this question brought to his attention of late. A week or so ago he noticed that amongst the diving boys two white boys have made their appearance and have become members of the Wharf-rats' Association. They procured trunks and when the native boys swam out to meet an ocean liner they joined the crowd. Captain Flint ordered them away and threatened them with arrest if they persisted in making a show of themselves. They said they had recently arrived from San Francisco and had nothing else to do but make their living the same as the native boy. Since Monday, however, they have not been identified with the native swimmers. A few of the native "boys" are also approaching an age when they would make better citizens by becoming stevedores, and Captain Flint will commence a weeding-out process among them in a few days. The age limit for a wharf-rat swimmer is fourteen.

Coptic Brings a Day's Mail.

The steamer Coptic arrived at the Pacific Mail dock yesterday afternoon, at 3 o'clock without incident upon the voyage. No passengers were brought to this port, but half a dozen will embark here for the Orient. The vessel was brought to within ten feet of the dock and the usual regulations of quarantine were observed in protecting both the dock and the vessel from rats by the use of the tin hawser guards. A large amount of mail was landed here, also several dozen sacks for Manila, which will await the arrival of the transport Kilpatrick. It was deemed wise to put the mail aboard the transport at this point as the latter makes a direct run to the Philippines. The Coptic carried the mail for the Philippines on account of the labor conditions in San Francisco, and the delay in getting the transports ready for sea. The Coptic will sail at noon today for Yokohama. The passengers who will embark from Honolulu are Mr. H. G. Eilers, Mr. E. Kimball, Mrs. M. T. Larkwill, Mr. A. Wendelen, Mr. Wm. T. Richards, Mrs. Wm. T. Richards.

The Coptic passed the United States gunboat Petrel and the City of Peking, and also steamed by a vessel Tuesday night which they believe was the transport Kilpatrick en route to this port.

The Coptic had considerable trouble in loading in her freight at San Francisco. The freight was handled by the Chinese crews of the Mail steamers, but they were a success as longshoremen. The officers of the ship took off their coats and assisted the men in making ready for sea. The Mail dock was congested with freight.

Oceanic Company's Victory.

The first real victory of the shipowners since the inception of the strike on the water front was scored by the Oceanic Steamship Company when the Sierra, loaded to the gunwales with freight, with every cabin and berth occupied, pulled away from the Pacific-street dock on August 1st, only twenty minutes after the time set for her departure. The slight delay was caused by failure of the postal authorities to get the British mail on board the vessel in time.

The sailing of the Sierra marked an epoch in the strike. When the longshoremen walked out they left hundreds of tons of freight on the dock. To procure men to handle and properly store the thousands of boxes of merchandise seemed an impossibility. Difficulty after difficulty presented itself and the sailing of the steamer for Australia on time seemed absolutely impossible.

The owners of the vessel were not dismayed, however. They had resources of which the strikers knew nothing, and while the owners of other vessels harklantly running up and down the water front searching for men and boys the Oceanic people went quietly to work and before the strike was on a half day had secured help enough to assure them that the Sierra would clear on time.

The people who were booked for passage on the Sierra feared that they would be compelled to remain for an indefinite time and besieged the office of the steamship company with inquiries as to the probable date of sailing. The same answer was given to all. They were told that the Sierra would sail at her usual time. They were informed also that she would leave with a full cargo, and that there would be no danger of any of their baggage being left behind.

Even this failed to convince the passengers and when they assembled on the dock on the day of sailing many of them thought they would have to return to their hotels. They saw the wharf covered with freight and gangs of men working like beavers getting it aboard the vessel.

The men were a nondescript lot and few among them had any knowledge of the work of longshoremen. They had been brought from all sections of the city and though many of them were light, slender fellows, totally unfit to perform the laborious duties of a dock hand, they accomplished the task given them, and at 9:30 a. m. their leaders announced that the last box of freight was in the slings.

The passengers gathered aft on the steamship and watched the final preparations of the officers. At 10 o'clock the word was passed to get ready to cast off

the lines. The mail was not aboard, however, and until this arrived the ship could not leave. It was not a long delay, for at 10:20 the Sierra pulled out into the stream.

Got in Way of Coptic.

The little island schooners Ada and Blanche and Ella, took up much harbor room yesterday in making their way out to sea. For a few minutes the Ada was perilously close to the Coptic, which was heading to sea. While the liner was outside the channel the Blanche and Ella swung lazily down the harbor. Off Wilder's wharf she encountered a southerly breeze which filled her sails the wrong way. The captain did not attempt to tack or wear ship and the schooner began drifting over toward naval row. One of Young's launches came by at that moment and offered to tow the schooner out. Before the vessel had drifted any distance the little launch had passed a line to the Blanche and Ella, and in a short time had her moving steadily out. She passed close by the Coptic in the middle of the channel. Shortly afterward the Ada came into the harbor, tacking and wearing. After much maneuvering the captain got abreast of the channel directly in the path of the Coptic and near the tug Fearless, which was waiting to assist the liner. The Ada was in stays some time and the Coptic veered off toward the Channel wharf. The Ada's boom sail was lowered and the vessel wore away and back into the harbor again, getting out of the way of the Coptic and giving that vessel much needed sea room. The Ada finally worked out of the channel safely and without further incident.

Buy Government Transports

The Hill-Morgan combination is rapidly acquiring a great fleet of ocean carriers for the Oriental as well as the coast trade. In addition to the steamers already bought of Dowdell & Co. the United States transports soon to be put on the market by the Government will be acquired. The whole of this great fleet will be operated in connection with the Northern Pacific and Great Northern railroads.

The official announcement of the purchase of Dowdell & Co.'s Oriental liners Tacoma, Olympia and Victoria and their coast steamship City of Seattle, now in the Northeastern Alaska trade, was made today. Possession of the City of Seattle will be given on Monday and the Oriental ships will be turned over as fast as they arrive in port.

The consideration paid for these ships is \$1,000,000, which leaves about \$25,000 as the price of the City of Seattle, the Oriental liners being put in at a fair valuation. The City of Seattle, purchased by the Northern Pacific, it is said, is to be used as a nucleus of a line that will control Alaska rates and business, which has heretofore been somewhat demoralized.—Examiner, July 31.

Will Race to Honolulu.

The barks Kaulani and Diamond Head and the schooner Irene went to sea in a bunch yesterday, says the Chronicle of July 31. The two former are going to race to Honolulu, but the Irene parted company with them at the heads and started up the coast for Port Gamble, where she will load lumber. The Diamond Head and Kaulani both made long runs from the Islands to this port, the former taking twenty-two days and the latter twenty-four days to cover the distance. Captain Peterson of the Diamond Head, claims it was a fair and square race, but Captain Dabel of the Kaulani asserts it was a fluke. In any event Peterson says he will prove that his vessel won on her merits by beating the Kaulani to Honolulu, while Dabel asserts his vessel will beat the Diamond Head by at least four days. Both vessels were to have sailed at 3 p. m., but owing to some of the freight being late it was two hours later before they could get away. They both towed to the lightship and then had to beat out to sea against a strong southwest breeze. The general impression on the front is that the Kaulani will win the race.

Sierra Needed More Firemen.

The sailing of the Sierra was delayed yesterday morning more than an hour in order that the fire crew could be augmented by new men from Honolulu. When the Sierra left San Francisco she had to pick up a lot of firemen at the last moment, supplied from the Hiscan Iron Works. The strike prevailing there at the time of the departure of the vessel had a tendency to delay the vessel but she got away almost on schedule time. A similar difficulty was experienced here in a much milder form, but after securing six more men, the trouble was overcome.

Magnetic Station at Waimanalo.

In connection with the work of the Coast Geodetic Survey, a magnetic station will be installed at Waimanalo, by Prof. John A. Fleming, who arrived from Washington via the Sierra. He will remain with the station for about a year. Prof. Fleming, who was here a year ago, began the preparation of the plans for the station, which are to be completed by Prof. Fleming. The location selected is near Barber's Point at Turner's beach place. Prof. Fleming went down to Waimanalo yesterday to examine the location, and work will commence as soon as the contractors put in acceptable bids.

Transport Mail Service.

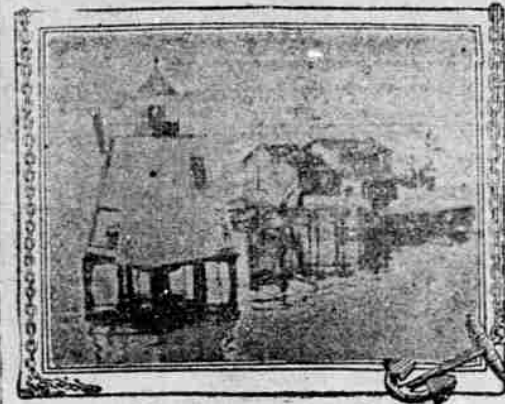
The reports submitted to Adjutant General Corbin by Major B. Allshire, in charge of the water transportation department of the army at Manila, show the saving of \$3,000 daily for the last three months.

It is expected, in view of this economy, to operate some transports direct between Manila and New York.

Adjutant General Corbin recommends the use of two of the fastest transports in a monthly mail service between San Francisco and Manila to ensure quick handling of the mails.

Autos on Bark Albert.

The automobiles of the Hawaiian Automobile Company, which have been knocked down and crated for shipment back to the manufacturers for repairs and for the installation of new batteries, will be sent back on the bark Albert via Seattle. The work of crating them has taken several weeks. They will make a good-sized cargo on account of their size rather than their weight. They are now awaiting transfer at the Automobile stables.



VESSELS IN PORT.

ARMY AND NAVY.  
U. S. tug Iroquois, Pend, Midway Island, August 5.

MERCHANTMEN.

(This list does not include coasters.)  
Albert, Am. bk., Griffiths, San Francisco, July 30.  
Anna M. Campbell, Am. schr., Smith, Port Gamble, June 24.  
City of Hankow, Br. sp., Williamson, Newcastle, July 18.  
Charmar, Am. sp., Slater, Tacoma, July 26.  
C. D. Bryant, Am. bk., Colley, San Francisco, July 3.  
Coptic, s.s., Rinder, San Francisco, August 8.  
Defender, Am. schr., Masters, Hanamau, July 23.  
Emily Reed, Am. sp., Baker, Newcastle, July 4.  
Expansion, Am. schr., Larsen, Newcastle, July 18.  
F. W. Slade, Am. schr., Sorensen, Sydney, July 24, for Elele (anchored outside).  
Hecla, Am. sp., Newcastle, July 18.  
J. B. Brown, Am. sp., Knight, Newcastle, July 21.  
J. B. Thomas, Am. sp., Zube, Port Stephens for Acapulco, put in here in distress, June 13.  
Kuross, Br. sp., Locke, from Cardiff, August 1.  
Mauna Ala, Am. bk., Smith, San Francisco, July 30.  
Nokomis, Am. schr., Hanson, Port Gamble, July 21.  
Prosper, Am. schr., Johannsen, Newcastle, June 17.  
Rufus E. Wood, Am. bk., McLeod, Newcastle, July 10.  
Rosamond, Am. schr., Johnson, San Francisco, July 14.  
S. C. Allen, Am. bk., Johnson, San Francisco, July 19.  
S. G. Wilder, Am. bkt., Jackson, San Francisco, July 28.  
St. James, Am. bk., Tapley, Newcastle, July 10.  
St. Nicholas, Am. sp., Brown, Sydney, July 24.  
Sesame, Am. schr., Peterson, Iquique, July 10.

Transport Lennox in Peril.

When the Coptic sailed from San Francisco the United States transport Lennox was still reported as not having been found. Seven of the transport's passengers and crew arrived at San Francisco on August 1 on the steamer George Loomis and reported that the vessel was drifting about helplessly with a broken tail shaft and was short of provisions.

It is supposed she was then drifting somewhere around Port Harford under jury rig. On Thursday, July 25, her tail shaft broke and since then the vessel was moving slowly down the coast. Seven men were sent out in a boat to secure assistance and were picked up by the steamer Loomis. They report that at the time they left the transport the surgeon was about to order two horses slaughtered in order to get meat to make broth for the sick. Two meals a day and hard tack and bacon at that, was what the Lennox passengers were living on when last heard from. The men who brought the transport's boat to port were Third Mate J. Spratt, Frank West, J. P. Scanlon, P. T. Flaherty, F. L. Rose, J. Lee and Dave Rankin. With the exception of Mate Spratt all the men were volunteers, as the Chinese crew absolutely refused to go in the boat. West, Scanlon, Flaherty and Lee are time-expired men-of-war men. Rankin is a Government clerk and Rose an artist.

The Lennox left Manila with about eighty passengers on June 27," said West. "We made a stop at Nagasaki, leaving that port on July 5th. I don't know how it was in the cabin but back in the steerage the food was fierce. Hard-tack and beans, varied with cracker hash, was our general fare, and the day we broke down even that was cut down to two meals a day. In the cabin there was no fresh meat and in the hospital there was a man down with dysentery. The surgeon ordered him broth, but there was no meat to make it with. There were two horses aboard belonging to cavalry officers now in the East, and the doctor ordered one of them killed in order to get the necessary meat. The captain decided to hold out a day or two longer in the hopes that assistance might come. I guess that by this time those horses have been killed and eaten. "As for the men in the steerage, they caught and shot sea fowl and with them made seagull soup. When seasoned, it is not bad and a hungry man would be mighty glad to make a meal of it."

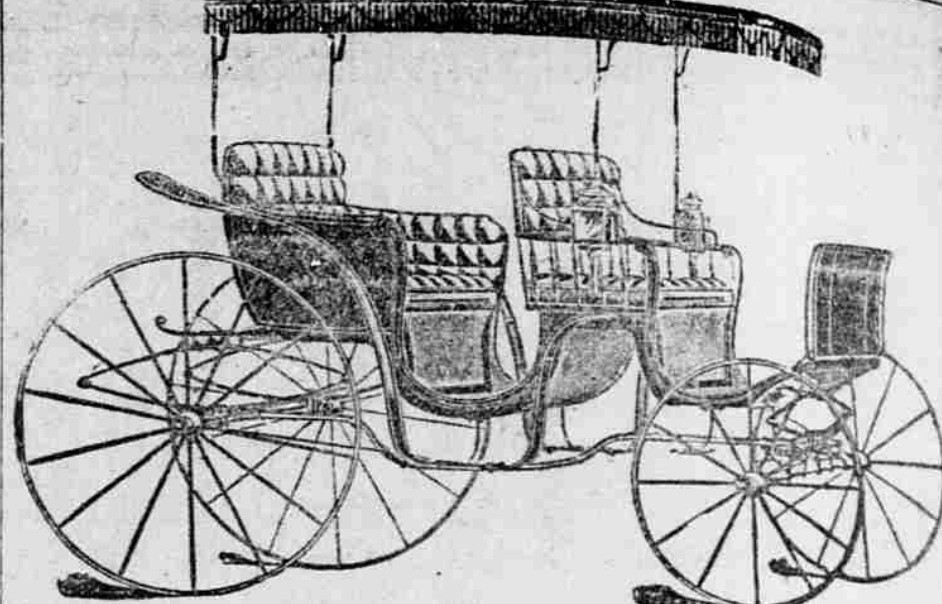
As soon as the news of the accident to the Lennox reached the transport wharf Captain Batchelder issued orders to get the tug Slocum ready for sea. She was provisioned, coaled and supplies for the Lennox put aboard in quick time, and by 2 p. m. she was on her way to sea. Captain Frazer of the transport Sherman went out along with Captain Marshall. They hope to pick the Lennox up this afternoon and get back to San Francisco tomorrow.

WASHINGTON, August 2.—Col. Long, Quartermaster at San Francisco has informed the War Department that the tug Slocum, which was sent to the assistance of the disabled transport Lennox, was expected to reach that vessel at 3 o'clock this morning. The Lennox is a chartered transport. She was returning to San Francisco in order to be turned over to her owners.

Bark Tobey Coming.

The first non-union sailing vessel to get out of San Francisco with a non-union crew since the strike began was the bark Gerard C. Tobey, which sailed on August 1 for Honolulu. The crew of the brig Consuelo refused to go out on the orders of the City Front Federation and in consequence her master had no difficulty in sailing. The transport Kilpatrick was loaded without any difficulty and cleared for sea on August 1.

The transport Kilpatrick got away from San Francisco on August 1 at noon. She is loaded with army supplies. She has a crew of union firemen and sailors.



We desire to inform our patrons that for six months we have been ordering every description of Up-To-Date Carriages. To make room for these we have sold at a low price all old styles.

We have now to announce that our stock is ready for display and we invite anyone desiring a carriage to call.

We have several styles never shown before in Honolulu. Our Vehicles and prices are the best.

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Horse and Stable Goods of all Kinds, in Great Variety.  
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Dandy Brushes at Reduced Prices  
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